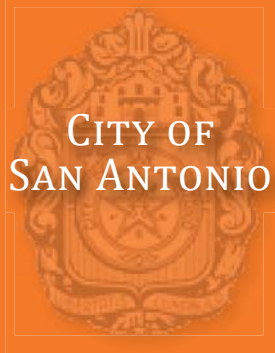


September 29, 2011



San Antonio Comprehensive Master Plan Framework

Planning for a Better Tomorrow



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San Antonio Comprehensive Master Plan Framework

Planning for a Better Tomorrow



Foreword

The 1997 Master Plan Policies established the following **Vision Statement for the City of San Antonio:**

- *Equal opportunity to all San Antonio citizens and equity in the distribution of benefits.*
- *Safe, dynamic and sustainable neighborhoods which offer employment opportunities, high quality education, adequate and affordable shelter, health care, and recreational amenities.*
- *A vibrant economic climate which will attract and support a wide diversity of business opportunities and community services to provide benefits within the metropolitan area.*
- *Balanced and responsible urban design, planning and development, and responsible protection of the City's historical, cultural, and natural resources.*
- *An open, accessible, responsive, and fiscally responsible government whose structure creates the functional framework to reach the Master Plan goals.*
- *The best city in America for children.*

This Vision Statement continues to reflect the aspirations of San Antonio's stakeholders today. The path to reach the community's vision – the highest-priority issues to be addressed and the means to address them – has changed since 1997. The 2010 update retains the existing Vision Statement and continues many of its goals and policies. It includes revisions and additions that reflect changes in San Antonio, in planning practices nationwide and in global issues and challenges since the 1997 plan update.

The first Master Plan for the City of San Antonio was adopted in 1933. Many of the themes reflected in this 2010 update were also relevant in 1933 and in the subsequent updates in 1951, 1980, and 1997. Comprehensive Master Plans reflect a long-term vision. Implementation requires continual effort, over time. Updates to master plans allow a community to continue its efforts to achieve a vision while providing direction to community leaders and stakeholders that is responsive to current issues, challenges and resources. This update, titled the Comprehensive Master Plan Framework, will assist the City in realizing the vision described above.



The King William Fair



Downtown San Antonio

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Executive Summary

The Comprehensive Master Plan Framework is one component of the City of San Antonio Comprehensive Master Plan. The purpose of the Framework is to provide over-arching policy direction for all components of the Comprehensive Master Plan.

Other components of the Comprehensive Master Plan focus on specific geographic areas or specific functional areas. The Framework addresses all geographic areas of the City and all functional areas and, therefore, serves as the “umbrella” document for all components of the Comprehensive Master Plan.

Examples of geographic specific plans include Sector Plans, Community Plans, and Neighborhood Plans. Examples of functional plans include the Major Thoroughfare Plan, Parks and Recreation Plan, Strategic Historic Preservation Plan, and Library Plan. Together, all of these components comprise the City of San Antonio Comprehensive Master Plan.

As outlined in the 1997 document, the primary objectives of master plans are to:

- *Coordinate private and public investment*
- *Minimize conflict between land uses*
- *Influence and manage the development of the community*
- *Increase both the benefits and cost effectiveness of public investment*
- *Predict infrastructure and service needs in advance of demand*
- *Ensure that community facilities are located to best serve the community.*

2010 Comprehensive Master Plan Framework

The 2010 Comprehensive Master Plan Framework provides goals and policies that will be appropriate and relevant to the decisions facing San Antonio in 2010 and beyond. This document updates and refines the set of Master Plan Policies adopted in 1997 in three ways. First, some goals and policies from the 1997 Master Plan Policies remain in this document because they reflect a continuing and long-term strategic direction that is still important to San Antonio. Second, other goals and policies have been added to address issues that were not as critical in the 1990's but that are important to shape the San Antonio of the 21st century. For example, the use of renewable energy sources was not addressed in the 1997 Master Plan Policies but is an important concern today. Third, some goals and policies have been refined and re-organized to communicate clearly to stakeholders and decision-makers who will use this document to guide their choices now and into the future.



January 22, 2010 Comprehensive Plan
Citizen Advisory Meeting

In 2010, a Comprehensive Plan Citizens Advisory Committee was formed to review and update the 1997 Master Plan Policies. The Committee was comprised of individuals representing a wide range of community stakeholders. (See Appendix B for Committee member names.) The Committee discussed its vision for San Antonio's future at a workshop in January 2010. This discussion identified six major themes that contribute to the future desired by these stakeholders:

- *Economic Vitality*
- *Education*
- *Community Character*
- *Livability/Quality of Life*
- *Environmental Sustainability*
- *Multi-Modal Transportation.*

The 2010 Comprehensive Master Plan Framework is organized according to these themes. The Committee also reviewed and discussed the existing goals and policies,

provided input for development of new goals and policies, and then reviewed and discussed the updated draft prepared by City staff. This document is the result of this dialogue and community input.

This Comprehensive Master Plan Framework also incorporates the results of the extensive SA 2020 visioning process. This initiative, led by Mayor Castro, involved thousands of people and created a vision of San Antonio's desired future and a range of ideas to make this vision a reality. The SA 2020 vision statements are included in this Comprehensive Master Plan Framework. The measures for monitoring progress – the baseline targets and key indicators – are also included here. This document should be an important tool for achieving the SA 2020 vision of San Antonio's future.



January 22, 2010 Comprehensive Plan
Citizen Advisory Meeting



September 24, 2010 Comprehensive Plan
Citizen Advisory Meeting



CHAPTER 1: Planning Into Practice

Planning for a Better Tomorrow

Comprehensive Planning into Practice

Comprehensive planning is a continuous and dynamic process that helps the community define goals that are important to its citizens and to the community at large.

The purpose of adopting a Comprehensive Master Plan is to guide the long-range development of a community. As indicated in Chapter 213 of the Texas Local Government Code, a Comprehensive Master Plan may include, but is not limited to provisions on land use, transportation, and public facilities. Chapter 213 also allows for the Comprehensive Master Plan to be a coordinated set of plans organized by subject or geographic area. The City of San Antonio Comprehensive Master Plan is comprised of a set of plans which include the Framework (this document), geographic specific plans (such as Sector Plans), and functional plans (such as the Major Thoroughfare Plan). These plans comprise the San Antonio Comprehensive Master Plan. As required by the City of San Antonio Charter, the Planning Commission shall be responsible to and shall act as an advisory body to City Council to make, amend, and add to the Comprehensive Master Plan.



January 22, 2010 Comprehensive Plan Citizen Advisory Committee Meeting

Implementation

Implementation of the Comprehensive Master Plan may take many forms. The goals and policies are intended to provide guidance for future decisions on land use, infrastructure improvements, transportation, development regulations, and other plan elements. The Plan is also used to guide future city programs and initiatives. In addition, Chapter 213 of the Texas Local Government Code allows a municipality to define the consistency relationship between a comprehensive plan and development regulations. Ordinances that create or amend development regulations must be consistent with the Comprehensive Master Plan. If an ordinance is being considered which is contrary to the Comprehensive Master Plan, either the plan should be reviewed and amended prior to the adoption of the

ordinance, or it should be clearly stated in the ordinance what unique circumstances necessitate the variance from the plan.

In addition to guiding City actions, the Comprehensive Master Plan is important to all stakeholders within the community. Individuals, organizations, and businesses should all strive to realize the goals and policies contained within the Framework, and all other components, of the City of San Antonio Comprehensive Master Plan.

Five-Year Review

The Planning Commission shall review the Comprehensive Master Plan Framework

- CMPF every five years, and update if necessary. This review should evaluate progress since the document was adopted. It should consider the need to update the existing goals and policies in response to changing conditions and add, delete or modify goals or policies to appropriately address the issues affecting the community at the time of the Five-Year Review.

“If you don’t know where you are going, you could wind up someplace else.”

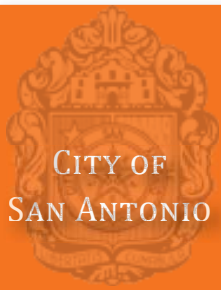
—Yogi Berra



January 22, 2010 Meeting



January 22, 2010 Meeting



CHAPTER 2: SA 2020

Planning for a Better Tomorrow

Overview

In early 2010, the City of San Antonio began a process to update its “Master Plan Policies” so they would be more relevant and effective in guiding the growth, development and revitalization of the City. Late that year, Mayor Julian Castro began a civic engagement process intended to create a vision for action on a wide range of issues affecting the City. This Comprehensive Master Plan Framework (CMPF) provides direction for physical development decisions that will support the civic vision created by the Mayor and community. The relationship between this document and SA 2020 is summarized below.



January 22, 2010 CAC Meeting

San Antonio Comprehensive Master Plan Framework

The “San Antonio Comprehensive Master Plan Framework” (CMPF) was developed in 2010 through a process led by the City’s Department of Planning & Community Development and involving a Comprehensive Master Plan Citizen Advisory Committee. It was intended to

update the Master Plan Policies document that has guided physical development in San Antonio and its ETJ since 1997. Its structure includes:

- A Vision Statement (*presented in the Foreword and continued verbatim from 1997*)
- Six major themes, each containing
 - Goals that are statements of desired results or end states.
 - Policies that provide more specific recommendation about the types of actions to be taken to achieve the goals.

The draft was completed in October 2010 and the Planning Commission recommended its adoption in November 2010.

SA 2020

The SA 2020 process was initiated by Mayor Julian Castro. As part of the process, a large number of residents with very diverse backgrounds and interests were engaged. Also this process had a steering committee; it was led by the Mayor’s Office with assistance from many city departments. Using a series of community workshops and online communications, the process created the “SA 2020” document structured with:

- Eleven vision areas, each containing:
 - A vision statement
 - A small number of baseline indicators and targets for where San Antonio should be in 2020
 - A larger group of supporting

indicators

- *Information on the potential partners who can help implement the vision*
- *Ideas on how an individual can get involved*
- *Examples of personal commitments made by some participants to achieve this vision*
- *An explanation of the connections between vision areas*

The final SA 2020 document was released in March 2011.



SA 2020 Document

Relationship Between CMPF and SA 2020

Although the format and emphasis of the two documents are different, they communicate important aspects of a shared vision for San Antonio's future. These connections are discussed below.

Vision Statements

The 1997 Vision Statement is framed in a way that is consistent with most master plans of that time – it uses phrases with many descriptive terms to communicate the characteristics of the desired future. The 1997 statement is repeated in the Foreword of this document because it reflects many continuing values of the San Antonio community and forms a foundation for this

update of the Comprehensive Master Plan Framework.

The vision statements created through SA 2020 are characterized by more succinct initial statements, with longer descriptive paragraphs that elaborate on the initial statement. This format is used more frequently in current visioning projects because it focuses attention on the key concepts expressed in the initial statement, while still providing additional explanation of the community's intent.

Structure of Recommendations

The CMPF is designed to guide decisions on zoning, infrastructure and other aspects of physical development in San Antonio's neighborhoods and business areas. For this reason, it establishes goals and then provides more specific policies that can be used by decision-makers who are taking action on a particular project such as a rezoning, an area plan, a change in subdivision regulations or a capital improvement program.

SA 2020 is meant to provide a path for change in many different aspects of the community and to inspire people, businesses and organizations to take their own actions to create this future. Furthermore, it includes indicators that measure progress. SA 2020 does not provide the level of detailed policy guidance for development or capital projects found in the CMPF goals and policies.



View of Santa Rosa Hospital Mural from Milam Park

Topic Comparison

In the table below, the vision areas of SA 2020 are compared to the Comprehensive Master Plan Framework's themes. 'Match' means that the topic is identified in both documents. 'SA 2020 included in CMPF' means that the vision area from SA 2020 is included, along with a broader range

of topics, in the CMPF themes. 'CMPF included in SA 2020' means that the Comprehensive Master Plan Framework theme is included among a wider range of topics addressed in SA 2020's vision areas. There is only one topic – Government Accountability & Civic Engagement – that is addressed only by one of the documents.

SA 2020 Vision Areas	Comprehensive Master Plan Framework Themes					
	Economic Vitality	Education	Community Character	Livability/ Quality of Life	Environmental Sustainability	Multi-Modal Transportation
Arts & Culture			SA 2020 included in CMPF			
Community Safety				SA 2020 included in CMPF		
Downtown Development			SA 2020 included in CMPF			
Economic Competitiveness	match					
Education		match				
Family Well-Being				CMPF included in SA 2020		
Government Accountability & Civic Engagement						
Health & Fitness				CMPF included in SA 2020		
Natural Resources & Environmental Sustainability					CMPF included in SA 2020	
Neighborhoods & Growth Management				SA 2020 included in CMPF		
Transportation						match

Inclusion of SA 2020 in Comprehensive Master Plan Framework

The Comprehensive Master Plan Framework is an important policy tool that should be used to achieve SA 2020's vision for the future of San Antonio. For this reason, SA 2020's key recommendations have been included in this Comprehensive Master Plan Framework directly.

The SA 2020 Vision Statements are incorporated in Chapter 3 of this document. This chapter is organized with six themes. For each theme, the SA 2020 vision statements for related areas are included in their entirety. These vision statements are followed by the goals and policies for the theme. Finally, the SA 2020 baseline targets and key indicators related to the theme are also presented.



Beacon Hill Obelisk

SA 2020 gives the City and community a broad vision for issues of social well-being as well as the physical shape of the community. This vision will become reality through action by many civic, educational and other organizations as well as by decisions of the City of San Antonio.

San Antonio's Comprehensive Master Plan Framework provides guidance for City Council, staff and the community on decisions that shape the places where people live and work. The CMPF updates and refines past recommendations for economic vitality, education, community character, livability/quality of life, environmental sustainability and multi-modal transportation.

This Comprehensive Master Plan Framework provides policy direction so decisions related to physical development and investment will help to achieve the vision of San Antonio's future expressed in SA 2020.



Museum Reach of San Antonio River



CHAPTER 3: Goals and Policies

Planning for a Better Tomorrow

The 2010 Comprehensive Master Plan Framework is intended to provide a set of clear and succinct statements that explain the direction this city hopes to take as it shapes its future. Chapter 3 contains these statements, which are designed to communicate a desired direction and to guide decision-makers. The chapter uses four levels of detail to organize and communicate these recommendations: Themes, Visions, Goals, and Policies.

Themes

A theme is a group of related issues that are important determinants shaping San Antonio's future. This document uses six themes to organize its recommendations:

- *Economic Vitality*
- *Education*
- *Community Character*
- *Livability/Quality of Life*
- *Environmental Sustainability*
- *Multi-Modal Transportation*



Cyclists riding on a linear creekway

SA 2020 Vision Statements

The SA 2020 vision statements are incorporated within the CMPF themes mentioned above. The baseline targets and key indicators are also included. The vision statements consist of eleven areas:

- *Arts & Culture*
- *Community Safety*
- *Downtown Development*
- *Economic Competitiveness*
- *Education*
- *Family Well-Being*
- *Government Accountability & Civic Engagement*
- *Health & Fitness*
- *Natural Resources & Environmental Sustainability*
- *Transportation*

Goals

A goal is a statement of a desired result or end state. It explains what the end state or condition will be in the future if action on this issue is successful. Each theme is addressed by several goals, each of which defines one aspect of the end state related to this theme.

Policies

Policies provide more specific recommendations about the types of

actions that should be taken to achieve the goal. Each goal is accompanied by one or more policies that provide this direction. These policies provide guidance to decision-makers that they can use when to make choices about programs, land use development decisions and capital investments. They may help guide private decision-makers as well as public officials. For instance, one of the policies to address air quality concerns (under the Environmental Sustainability topic) recommends: “strategies to reduce per capita annual vehicle miles traveled (VMT) are encouraged.” This recommendation can guide public decisions (such as the location of new VIA facilities or City choices about street connectivity in subdivision design); it can also guide choices by the private sector (such as a major employer’s decision to implement a ride-sharing program).



VIA Park & Ride near North Star Mall

Economic Vitality

A successful future for San Antonio's people and businesses must be based on an economy that is thriving and competitive with other metropolitan areas nationally and worldwide. For this reason, economic vitality is the focus of the first set of goals and policies for the Comprehensive Master Plan Framework. These goals and policies describe a future San Antonio economy that has included today's emerging industries such as cyber-security and green energy. It is an economy that is thriving because the people of San Antonio provide a labor force with the skills and education to succeed in these jobs. The region's economy is centered in San Antonio's inner-city areas. The community's natural assets, transportation systems and quality of life contribute to its economic vitality.



Port San Antonio



Solar farm construction

SA 2020 Vision Statement

Economic Competitiveness

In 2020, San Antonio is recognized as a leader in business that prospers through innovation in 21st Century industries.

San Antonio has a highly qualified and educated workforce and provides economic opportunity for all of its residents. The city fosters entrepreneurship as the engine of economic prosperity. It capitalizes on its unique historical and cultural heritage, as well as local institutions like its military bases, universities, medical centers and international airport system to become a leader in the global economy.



The Aerospace Academy -St. Phillip's College

Economic Vitality Goals and Policies

Goal 1.A	<i>Economic diversity and new job creation.</i>
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- | | | |
|------------------|--------------|---|
| Policies: | 1.A.1 | Entrepreneurship, productivity, and innovation for business start-up and business growth is promoted. |
| | 1.A.2 | Existing businesses and industries (including health care services, information technology and aerospace) are retained and expanded. |
| | 1.A.3 | Industries that utilize emerging and/or sustainable technologies (such as cyber security, biotechnology, and green energy) are encouraged to locate in San Antonio. |

Goal 1.B	<i>A highly trained and educated workforce is available to meet the needs of San Antonio's local and regional employers.</i>
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- | | | |
|---------------|--------------|---|
| Policy | 1.B.1 | Economic entities (e.g. Economic Development Foundation (EDF) and Alamo Workforce Solutions) and schools (elementary through college) communicate regarding projected needs for the future workforce. |
|---------------|--------------|---|

Goal 1.C	<i>Employment centers are strategically located and easily accessible by various transportation modes.</i>
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- | | | |
|----------------|--------------|---|
| Policy: | 1.C.1 | Employers and economic entities are encouraged to consider the transportation needs of employees and customers in their site location analysis. |
|----------------|--------------|---|

Goal 1.D	<i>Inner-city reinvestment is strongly promoted.</i>
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- | | | |
|------------------|--------------|---|
| Policies: | 1.D.1 | Economic incentives target both existing and future businesses in a manner that is consistent with City policies and plans (e.g. Inner-City Reinvestment Policy). |
| | 1.D.2 | Continue to make physical (capital) improvements in the inner-city to encourage redevelopment and infill development. |

Goal 1.E	<i>Public-private partnerships are facilitated and maintained to leverage community resources.</i>	
Policy:	1. E.1	Coordination between public (e.g. city, counties, housing authorities) and private entities (e.g. developers, businesses) and non-profit organizations (e.g. economic development foundations, arts and cultural institutions) is encouraged.

Goal 1.F	<i>Military installations are supported for future viability and growth.</i>	
Policy:	1.F.1	Recommendations in current and future Joint Land Use Studies for military bases in the San Antonio region are supported.

SA 2020 Baseline data and targets for the year 2020

Economic Competitiveness

Per Capita Income: In 2008, San Antonio's reported per capita income was as \$34,029 (Bureau of Economic Analysis).

Target: Increase by 20% or top 1/3 of US (better of the two).

Job Growth by Sector: In 2nd Quarter 2010, during difficult national economic times, the following San Antonio sectors remained moderately stable: education, health services, government, leisure and hospitality (San Antonio Greater Chamber of Commerce).

Target: Maintain steady job growth in these traditional San Antonio sectors. Pursue 10% job growth in the following sectors: health care and biosciences, information technology and information security, aerospace, and the new energy economy.

Education

Education has been included in San Antonio's plans since the 1951 Master Plan. The 2010 Comprehensive Master Plan Framework recognizes that educational objectives for the 21st century extend beyond the provision of elementary and secondary schools and the availability of institutions for vocational and college-level training. Education today means life-long learning that equips San Antonians to secure good jobs and business opportunities; adapt to economic change over time; communicate effectively with people around the city and across the globe; and have the necessary life skills to take care of themselves and their families. The partnerships emphasized in this section reflect recognition that this life-long learning requires extensive collaboration among many institutions and organizations.



*The University of Texas-San Antonio campus
September 2010*



Our Lady of the Lake University

SA 2020 Vision Statement

Education

By 2020, San Antonio has orchestrated one of the greatest turnarounds in education in the United States.

San Antonio provides access to quality education for all students no matter where they live in our city. The city is propelled forward by an approach where students learn, teachers thrive, parents engage, and citizens contribute to meet the challenges and opportunities of the 21st century in a way that rivals any city in America. This San

Antonio approach to education develops citizens who are thinkers, problem-solvers, and lifelong learners, prepared to tackle our society's greatest challenges and proud to call San Antonio their home.

Education Goals and Policies

Goal 2.A	<i>A healthy partnership exists among educational institutions, the community, and the City.</i>	
Policies:	2.A.1	School building closure and expansion is encouraged to be coordinated between school districts and community development programs and projects (e.g. economic, housing, and transportation) in the vicinity.
Goal 2.B	<i>Educational excellence, and increased K-12 educational attainment levels, among all sixteen (16) Independent School Districts and other educational institutions.</i>	
Policy:	2.B.1	Schools that promote neighborhood and community involvement should be publicly recognized.
Goal 2.C	<i>An educational network, from pre-kindergarten through college, that coordinates with economic entities to prepare the future workforce.</i>	
Policy:	2.C.1	Educational entities utilize information from economic entities to plan curricula and educate the future workforce.
Goal 2.D	<i>Adults have opportunities for continuing education, literacy enhancement, and job skill training.</i>	
Policy:	2.D.1	Adult education opportunities should be enhanced beyond traditional education (e.g. vocational training, alternative schools, and literacy training).

SA 2020 baseline data and targets for the year 2020

Education

Kindergarten Readiness: All Texas school districts administer an early reading assessment, the TPRI/Tejas Lee. We will aggregate this data and look for significant annual percent improvement in students' entering literacy levels. (A more holistic kinder readiness screen may be developed for later adoption citywide.)

Target: To be developed, after baseline data determined.

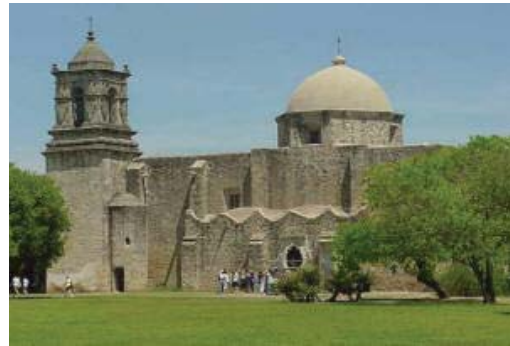
College Readiness: Students in San Antonio will demonstrate college readiness in one of three ways: 1) completing the recommended high school diploma; 2) achieving a college ready score on SAT or ACT; or 3) passing/ completing at least one course for college credit. Baseline data to be determined.

Target: 85% Ready for College.

Community Character

San Antonio enjoys a unique and distinctive character, compared to many American cities, because of its multi-cultural history and the urban design, and infrastructure choices made by the city's leaders as it developed. The goals and policies for Community Character focused on retaining that heritage and using the community's natural and historical assets as the foundation for continuing growth and development.

In the 2010 Comprehensive Master Plan Framework all aspects of design are brought together in this section. These goals and policies set a direction that supports revitalization and preservation, the natural and built environments, and the many cultures represented in this community. It supports good urban design and distinctive character in individual neighborhoods, business areas, and downtown.



San Jose Mission



St. Paul Square

SA 2020 Vision Statements

Arts & Culture

In 2020, San Antonio leads the world as a creative community.

San Antonio reflects a diverse range of artistic expression that builds on our rich cultural heritage. The arts are integral to our way of life for citizens of all ages and backgrounds. Public and private support spurs a renaissance of artistic creativity where a vibrant cultural economy flourishes. Contemporary art reflects the dynamic nature of San Antonio's artistic, literary and cultural communities and movements.

Downtown Development

In 2020, downtown is the heart of San Antonio and is everyone's neighborhood.

It is a showcase for visitors, a center of vibrant activity for citizens to live, work and play, and an economically inviting locale for businesses to flourish. Downtown's historic buildings and character are preserved, its parks and green spaces are inviting, and the river continues to be treasured as its defining asset.*

*For the purpose of SA 2020, "downtown" is described as the area bordered by Interstate 35 to the north, Monumental Street to the east, South Alamo/Lone Star Streets to the south, and Colorado Street to the west. However, by 2020, the area we describe as downtown will likely have expanded.

Community Character Goals and Policies

Goal 3.A	<i>The City's historic resources are preserved and utilized.</i>	
Policies:	3.A.1	A comprehensive historic resource inventory continues to be compiled which includes local, state, and federal landmarks, properties, and districts.
	3.A.2	The preservation of historic resources is encouraged through incentives, acquisition, and code enforcement.
Goal 3.B	<i>Downtown has a vibrant and eclectic atmosphere that is enjoyed by both residents and visitors.</i>	
Policies:	3.B.1	Downtown is maintained as a cultural focal point of the City.
Goal 3.C	<i>Downtown is an appealing and convenient place to live and a major employment center for the region.</i>	
Policies:	3.C.1	New housing, and adaptive reuse of vacant or under utilized commercial buildings for housing, is encouraged downtown.
	3.C.2	Downtown is maintained as a major office center for the region.
Goal 3.D	<i>San Antonio honors its artistic and multi-cultural heritage.</i>	
Policies:	3.D.1	Artistic and cultural events and places are promoted and accessible throughout the community.
	3.D.2	The public arts program is continued and expanded.
Goal 3.E	<i>The natural environment is preserved as an important public amenity.</i>	
Policy:	3.E.1	Natural amenities (such as the San Antonio River) are enhanced as public amenities (through programs such as the Mission Reach and Museum Reach) to make them more accessible to visitors and residents.

Goal 3.F

Context sensitive design is utilized to balance function, safety, and aesthetics for development and redevelopment.

Policy: 3.F.1 Overlay Districts (such as those for Corridors, Neighborhood Conservation, Historic places, and River Improvements) are encouraged and utilized to implement design standards.

SA 2020 baseline data and targets for the year 2020

Arts & Culture

Level of Attendance at Arts Programs: In 2010, 1.8 million people attended at least one program offered by a City of San Antonio's Office of Cultural Affairs funded partner. OCA is looking to expand this measure to include other programs not publicly funded (OCA).

Target: Double attendance to 3.6 million.

Level of Funding for the Arts: In 2010, OCA provided \$6.4 million to fund the arts in San Antonio (OCA). They are only part of the picture in funding the arts, where public support from federal and state government and private support from individuals and foundations also help grow the arts.

Target: Double public and private funding for the arts.

Downtown Development

Housing Units Downtown: There are 3,383 housing units in downtown (Downtown Alliance).

Target: increase downtown housing units by 5,000 including mixed income and student housing.

People Working Downtown (public, private non-retail, and retail): In 2000, 9.5% of all San Antonio employees (55,100 workers) worked downtown (U.S. Census).

Target: Increase the number of downtown employees by 25% (13,775 additional employees).

Livability/Quality of Life

One of the most basic requirements for a reasonable quality of life is affordable and quality housing that meets residents' needs. This section of the 2010 Comprehensive Master Plan Framework begins with support for housing that meets these needs for a diverse population and households who live in San Antonio now and will live here in the future. This section continues by addressing factors that determine a resident's daily quality of life – neighborhood livability, safety, and the availability of public services and infrastructure.

This section of the 2010 Framework brings services, infrastructure, and housing together to describe coordinated public investments that will make neighborhoods throughout San Antonio desirable places to live. Also these public investments will give San Antonians choices so they can enjoy a high quality of life throughout all phases of their lives.



Quarry Village - a mixed use development



Main Plaza

SA 2020 Vision Statements

Community Safety

In 2020, San Antonio is the safest big city in America.

Public safety officials, city staff and citizens collaborate through strong, engaged community neighborhood networks to reduce crime and promote a thriving and law-abiding San Antonio. The city's proactive prevention programs, responsive enforcement efforts and high state of disaster readiness result in low levels of crime and a high sense of personal safety.

Family Well-Being

In 2020, San Antonio is renowned as the best city to raise a family.

Its neighborhoods are places where residents thrive in an ethnically, culturally and socioeconomically integrated environment. The entire community – individuals, businesses, local government, nonprofits, and faith-based organizations – takes responsibility for our collective well-being by providing information, access, high quality services and a meaningful sense of stability to residents of all ages and backgrounds. This continuum of caring enhances our residents' quality of life and prepares families for the challenges of the 21st century.

Continued SA 2020 Vision Statements

Health & Fitness

In 2020, San Antonio residents are among the healthiest in the country.

San Antonio promotes well-being by providing healthy and affordable food choices, convenient access to green spaces and recreational facilities, and a robust network of physical and mental healthcare designed to eliminate existing health disparities in the community.

Neighborhood & Growth Management

In 2020, San Antonio is known for its cohesive neighborhoods with compelling and unique personalities.

Modern linked mass transit, improved infrastructure and a concerted effort to preserve and maintain our historic buildings, parks and open spaces to compliment smart growth patterns. The result is a livable and vibrant community that is strongly connected to its past and maintains its small town feel.

Livability/Quality of Life Goals and Policies

Goal 4.A.	<i>Quality and affordable housing is available to meet the demand of the community.</i>
Policies:	4.A.1 Existing housing, particularly in older neighborhoods, is preserved and revitalized.
	4.A.2 Housing affordability is measured by the cost of housing plus transportation and utilities.
Goal 4.B	<i>A full range of housing options exist for the broad spectrum of demographic markets.</i>
Policies:	4.B.1 Urban, suburban, and rural housing options are available.
	4.B.2 Housing to meet growing demographic markets (e.g. active seniors, empty nesters, young singles, and workforce housing) is encouraged throughout the community.
Goal 4.C	<i>Neighborhoods are safe and well maintained.</i>
Policies:	4.C.1 Housing assistance programs explore the full range of options to allow people to remain in their homes and neighborhoods throughout their lives.

- 4.C.2** Neighborhood and homeowner associations are promoted as contact points to encourage communication between neighborhoods, businesses, and development interests.

Goal 4.D

Community amenities and services are cornerstones to more livable neighborhoods.

Subgoal

4.D.1 *Emergency and public safety services are provided throughout the community.*

Policies:

- 4.D.1.a** Fire Department and Emergency Management Services are coordinated between municipalities, counties, volunteer fire departments, and emergency service districts.
- 4.D.1.b** Police protection is coordinated between municipalities and county Sheriff Departments.

Subgoal

4.D.2 *A citywide system of parks, plazas, and open space exists.*

Policies:

- 4.D.2.a** The Linear Creekways and other park programs are continued to create a Citywide network of hike and bike trails.
- 4.D.2.b** Plazas, neighborhood parks, community parks, and natural areas exist throughout the community to provide recreational and social gathering opportunities.

Subgoal

4.D.3 *Libraries are utilized as places for learning and community gathering.*

Policy:

- 4.D.3.a** In addition to providing traditional books and media, libraries utilize technology to provide state of the art resources to citizens.

Subgoal

4.D.4 *Citizens have access to health care facilities and healthy lifestyle options throughout the community.*

Policies:

- 4.D.4.a** Hospitals and health care clinics are encouraged to be strategically located throughout the community and accessible by public transit.
- 4.D.4.b** Healthy food options at restaurants, locally grown food at grocery stores, and accessibility to farmers markets are encouraged.
- 4.D.4.c** Complete Streets are encouraged to help incorporate walking and biking into daily living.

Subgoal	4.D.5	<i>Comprehensive animal care services are provided.</i>
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|------------------|----------------|--|
| Policies: | 4.D.5.a | Responsible pet ownership is encouraged. |
| | 4.D.5.b | Animal care facilities are appropriately located to unite and reunite pets and owners. |

Subgoal	4.D.6	Stormwater and Floodplains are appropriately managed.
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|------------------|----------------|---|
| Policies: | 4.D.6.a | Retention of the 100-year floodplain as a natural drainage way is encouraged using Low-Impact Development (LID) and other strategies. |
| | 4.D.6.b | Development regulations, design guidelines, and fees are adequate to effectively manage stormwater on specific sites and throughout the region. |

SA 2020 Baseline data and targets for the year 2020

Community Safety

Index Crime Rates: San Antonio had an index crime rate of 7241.6 in 2009 (FBI Uniform Crime Report).

Target: Be the safest big City in America.

Number of Community networks and

Trainings to Combat crime: Approximately 2,500 meetings/trainings are conducted per year, as of 2010.

Target: Increase by 10% to 2,750 meetings/trainings per year.

Family Well-Being

Poverty Rate: The 2009 poverty rate for San Antonio was 19.5% (American Community Survey).

Target: Reduce families in poverty to 50% of current rate.

Teen Births among Females 15 to 19: The 2007 teen pregnancy rate is 64.6 per 1,000 (Texas Department of State Health Services).

Target: Reduce by 15%.

Continued SA 2020 Baseline data and targets for the year 2020

Health & Fitness

Obesity (Adult and Child), Emphasis on Child Obesity Adult Obesity: 29% of adults; Adult obesity and overweight: 68% of adults (Behavioral Risk Factor Surveillance System (BRFSS) data, 2008). Childhood Obesity: 30.2% of children assessed have an unhealthy weight (Texas Education Agency FitnessGram data, 2009).

Target: (Adult Obesity): 10% Reduction in the Adult obesity rate, equivalent to reducing rate from 29% to 26.1%.

Target: (Child Obesity): 25% reduction in percentage of students with unhealthy weight, equivalent to reducing rate from 30.2% to 22.7% by 2020. Long range goal is 50% reduction by 2025 (From 30.2 to 15.1%), in line with the White House Task Force on obesity's report to the President, solving the problem of childhood obesity within a generation.

Overall Assessment of Health and Behavioral Risks: In 2008, 53% of adults in Bexar County rated their overall health status as excellent or very good. 54% of adults in Bexar County reported getting enough exercise. 24% of adults in Bexar County reported eating more than 5 fruits and vegetables a day.

Target: 10 point improvement on key health percentage measures within BRFSS by 2020, equivalent to increase in self-reported overall health status from 54% to 63%, increasing % of adults getting enough exercise from 54% to 64%, and % of adults eating more than 5 fruits and vegetables a day from 24% to 34%.

Neighborhood & Growth Management

Number of Pedestrian-oriented Neighborhoods: Data to be determined for one or both of the following indicators: sidewalk gap analysis; walkability scores for a grid or neighborhood based analysis.

Target: To be developed, after baseline data determined.

Population Growth in Center City Neighborhoods and Downtown: The number of people living downtown was 4,500 in 2010 (see Downtown Development section); expanding this data to include center city neighborhoods is waiting on the anticipated analysis of 2010 Census information.

Target: Increase 15%.

Environmental Sustainability

San Antonio's natural resources have shaped the City's cultural heritage and development patterns. The convergence of prairie, plains, and plateau landscapes -- united by flowing streams of abundant, clean water -- and location above a great underground reservoir, has drawn people to this region from prehistoric times to the present.

Today's focus on natural assets extends beyond these physical features to include the quality of the air San Antonians breathe and the careful stewardship of assets such as water and energy. The goals and policies in this section emphasize the concept of sustainability -- use of natural resources and assets in a way that leaves resources for use by future generations. They address the quality and use of particular resources. Also they relate the use of resources to decisions about infrastructure location and future land use development.



Cyclist crossing over river



The Pearl Brewery uses green building principles

SA 2020 Vision Statement

Natural Resources & Environmental Sustainability

In 2020, San Antonio is recognized as a respectful steward of its natural resources and a model for responsible resource management.

San Antonio promotes responsible growth and the use of sustainable environmental practices. Its strategy is based on an integrated approach that establishes a green economy and focuses on three key areas:

WATER: Water resources are plentiful and effectively managed through a combination of conservation, supply development and other practices to support growth and sustainability

for the next 50 years. The Edwards Aquifer continues to be protected and enhanced as the foundation of our present and future water supply. Continued longer term studies and analysis are conducted to identify more regional water supplies to support growth through the end of the 21st century.

ENERGY: The community relies on a well-balanced and affordable energy program combining the best advances in new technology with traditional energy sources to promote economic growth and environmental stewardship.

LAND: Development practices are focused on Smart Growth, Low Impact Development and Green Building.

Environmental Sustainability Goals and Policies

Goal 5.A	<i>San Antonio's air quality meets federal air quality standards.</i>	
Policies:	5.A.1	Strategies to reduce fossil fuel consumption activities that contribute to air pollution shall be encouraged.
	5.A.2	Strategies to reduce per capita annual vehicle miles traveled (VMT) are encouraged.
Goal 5.B	<i>Increased reliance on renewable energy sources (such as solar, wind, biomass, and geothermal) to meet the City's energy needs.</i>	
Policies:	5.B.1	Efforts to increase availability of energy from renewable resources are supported.
Goal 5.C	<i>Water quality and quantity of all underground water resources (including the Edwards Aquifer, Trinity Aquifer, Carrizo-Wilcox Aquifer, and all surface water resources) are protected.</i>	
Policies:	5.C.2	Water conservation programs are continued and expanded.
	5.C.1	Low Impact Development (LID) practices for new development and redevelopment are encouraged.
Goal 5.D	<i>"Green" building principles and strategies are utilized in developing and redeveloping buildings and sites.</i>	
Policies:	5.D.1	Strategies in the Mission Verde Sustainability Plan and LEED for Neighborhood Development (ND) are promoted.
	5.D.2	Energy conservation programs are continued and expanded.
Goal 5.E	<i>Environmental quality protection is integrated into all phases of local planning policy and implementation.</i>	
Policies:	5.E.1	The protection of environmentally important features (e.g. trees, steep slopes, and watersheds) is supported.
	5.E.2	Habitat for threatened and endangered species (e.g. karst limestone) is protected.
Goal 5.F	<i>A strategic approach, based on best management practices and sustainability principles, is utilized to locate infrastructure and utilities.</i>	

- | | | |
|------------------|--------------|---|
| Policies: | 5.F.1 | Public investment in new or expanded utilities should be consistent with City policy, plans, and other investments (e.g. transportation or economic development). |
| | 5.F.2 | The long term public costs of utility maintenance should be considered in cost/benefit analyses for investment in new or expanded facilities. |

Goal 5.G	<i>Population growth can be accommodated inside the City limits.</i>
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- | | | |
|------------------|--------------|---|
| Policies: | 5.G.1 | Population growth should be encouraged where economic, social, and physical infrastructure exists. |
| | 5.G.2 | Annexation of densely populated areas, or areas projected to be densely populated, is encouraged to provide urban levels of services where fiscally feasible. |

SA 2020 baseline data and targets for the year 2020

Natural Resources & Environmental Sustainability

Air Quality Index: The San Antonio region remains in compliance with current Environmental Protection Agency ground-level ozone standards. In 2010, The EPA proposed a stricter standard which was still under review in 2011.

Target: Maintain EPA Attainment Compliance; Improve Air Quality by 10% (Ground Level Ozone).

Usage Rates for Water and Energy: SAWS reports 124 gallons of water usage per person per day for 2009. CPS Energy reports 14,666 KWH per household in 2010.

Target: Reduce water usage to 116 gallons per person per day. Reduce KWH usage by 1% per year per household.

Multi-Modal Transportation

In 1933, half of the topics in San Antonio's Master Plan addressed mobility: streets, transportation and transit. In 2010, communities again recognize that a multi-modal system is needed to adequately address the mobility needs of people and businesses.

The 2010 goals and policies support such a system, and provide an overall policy direction that is already being implemented through studies and investments for biking, various transit modes within the city, and connections to other regions through commuter rail and air transportation. These goals and policies also emphasize the importance of designing transportation systems that support the uses around them and enhance quality of life for the people who use them. This transportation section focuses on the overall balance between transportation capacity, choice and design. These goals and policies should provide guidance for more detailed planning by the City and the other transportation providers in the region.



San Antonio International Airport



VIA bus stop at the Five Points intersection

SA 2020 Vision Statement

Transportation

In 2020, San Antonio's transportation system is recognized as a model of efficiency and environmental sustainability.

San Antonio is served by an environmentally friendly transportation system where everyone is able to walk, ride, drive or wheel in a safe, convenient, and affordable manner to their desired destinations. Frequent and reliable mass transit services connect communities, and transportation infrastructure meets community needs.

Multi-Modal Transportation Goals and Policies

Goal 6.A	<i>A multi-modal transportation system is available.</i>	
Policies:	6.A.1	Context Sensitive Street design is encouraged for new and redeveloped streets and streetscapes.
	6.A.2	Updates to the City’s Major Thoroughfare Plan consider inclusion of multi-modal transportation options such as transit, biking, and walking as a way to provide a choice and reduce congestion.
	6.A.3	Commuter rail, light rail, bus rapid transit, and modern street cars should be encouraged to provide alternative modes of transit throughout the community.
Goal 6.B	<i>A bicycle infrastructure system is available for commuters and recreational riders.</i>	
Policy:	6.B.1	A Citywide network of bike lanes and paths is promoted.
Goal 6.C	<i>Safe, walkable pedestrian friendly environments are available.</i>	
Policy:	6.C.1	Neighborhoods and commercial districts are encouraged to have shade trees and other amenities for pedestrians where appropriate.
Goal 6.D	<i>Street connectivity is increased.</i>	
Policies:	6.D.1	Higher connectivity between the local, collector, and arterial street system is encouraged.
	6.D.2	Updates to the City’s Major Thoroughfare Plan consider the impact of collectors on the arterial system.
Goal 6.E	<i>San Antonio Airport is a multi-modal transportation center that meets the needs of tourists, businesses, and residents.</i>	
Policies:	6.E.1	Coordination of transportation modes and infrastructure around the airport should occur between transportation entities (e.g. the City, the County, TxDOT, VIA, Lone Star Rail District, MPO, and RMA).

Goal 6.F

Re-use and re-alignment of freight rail for passenger transportation when and where appropriate.

- Policies:**
- 6.F.1** Freight studies conducted by the MPO, Lone Star Rail District, and VIA should be utilized to foster communication with Union Pacific Railroad, and to plan a system that effectively addresses freight and passenger transportation.

SA 2020 baseline data and targets for the year 2020

Transportation

Public Transportation Ridership: As of October 2010, monthly total passengers were 3,863,009, and the total passengers for the last 12 months were 42,767,847 (VIA).

Target: Triple Ridership.

Travel Time Index: Sometimes called the Congestion Index, the Travel Time Index is a measure of congestion that focuses on each trip and each mile of travel. It is the ratio of travel time in the peak period to travel time in free-flow. For 2007, the ratio was 1.23.

Target: Decrease to 1.1.



Appendix A: History of Planning in San Antonio

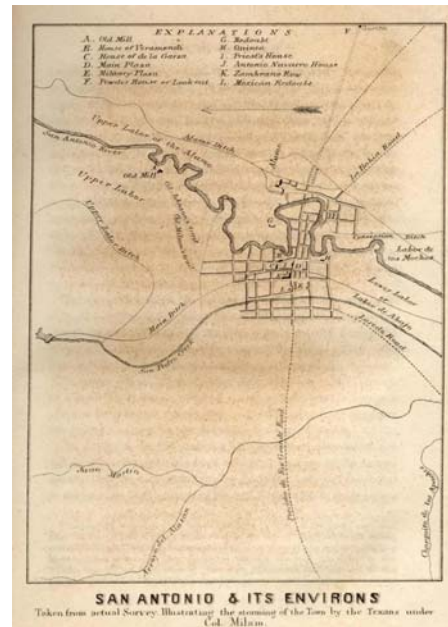
Although planning looks to the future, it is grounded in the realities of the present and the lessons of the past. Thus, it is appropriate to review San Antonio's planning legacy, its contribution to the shape and character of the community that exists today and the context it provides for this update of the Comprehensive Master Plan Framework.

Planning had its inception in San Antonio as a Spanish settlement within this region at the close of the Seventeenth Century. A directive known as the "Laws of the Indies" was used by the Spanish to control colonization and development in New Spain. These laws set out a detailed plan for new cities which prescribed that development should emanate from a central plaza and proceed outward in a symmetrical manner.

***"We shape our cities,
thereafter they shape us."***
—ANONYMOUS

Following the independence of Mexico from Spain, San Antonio was controlled by the "Laws and Decrees of Coahuila and Texas," which regulated town planning in the territory and were similar to the "Laws of the Indies." Shortly after the birth of the Republic in 1836, the Texas Congress initiated legislation allowing San Antonio

to incorporate and receive a state charter. This gave the City greater control over its developmental destiny, but it was not until the early part of the Twentieth Century that master planning was given official governmental sanction.



San Antonio Survey -late 1800s

Work on San Antonio's first master plan began in 1929, when City Commissioners contracted with Harland Bartholomew and Associates of St. Louis, Missouri, for development of a master plan. Delayed by the Depression, the Plan was approved in 1933 after nearly four years of work.

The 1933 Master Plan advocated major proposals in six areas: streets; transportation; transit; parks and

recreation; zoning; and civic art. In the plan, Bartholomew and Associates proposed rules for the subdivision of land, the tabulation of major street widths, and a zoning ordinance. Rehabilitation of the San Antonio River was one of the Plan's major goals. Inadequate enabling legislation, the Depression and the absence of a planning commission adversely affected the implementation of the 1933 Plan. Perhaps the most significant outcome of the Plan was the enactment of a zoning ordinance in 1938 and the subsequent appointment of a Zoning Commission.

The availability of federal urban renewal grants promoted a new planning initiative in 1951. In an effort to be eligible for these grants, the City contracted with local consultant Walter H. Lilly to develop a comprehensive City master plan. The Plan, adopted in 1951, included sections on streets, transportation, utilities, flood control and drainage, recreation and parks, schools, slum clearance and urban redevelopment, civic improvement, conservation, civil defense, and capital improvements. In addition, subdivision regulations and an improved zoning ordinance were addressed. Also, the Plan recognized the need for future auxiliary surface water resources and protection of the existing underground water supply; however, it did not foresee that growth would accelerate along the City's northern fringe with a correspondent inner city decline. The 1951 Plan achieved its primary purpose, that of fulfilling requirements for a receipt of federal urban renewal funds. Not intended as a land use management or fiscal planning tool, the Plan provided only limited direction in these areas.

As San Antonio grew in the Sixties and Seventies, the City was faced with new issues such as nonconforming land uses, urban blight, and the protection of the community's water supply. As a result of these concerns, a series of background documents were published outlining growth alternatives for the City in

the Seventies. These documents resulted in the drafting of a new master plan in 1979 which was returned by the City Council to the Planning Commission with instructions that it be revised and resubmitted. In August, 1980, the Foreword to the San Antonio Master Plan and the Basic Plan segment of the Plan were adopted.



Tower of the Americas postcard 1960s

In 1991, the Planning Commission appointed an Ad Hoc Master Plan Advisory Committee to develop a new Master Plan for the City of San Antonio. The Committee was made up of various individuals representing the diverse interests in the City. The Master Plan Advisory Committee developed Master Plan Goals and Objectives which were adopted by the City Council in December, 1993, in resolution number 93-51-77. Following the adoption of the Goals and Objectives, the Master Plan Advisory Committee continued to meet to develop specific policies to achieve these goals. On May 29, 1997, the City Council approved the Master Plan Policies which replaced the Foreword and the Basic Plan elements of the Master Plan that were adopted by the City Council on August 28, 1980. The 1997 document is the most current document, upon which the 2010 update is building.

Appendix B: Acknowledgements

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Appendix C: Update Process Reference

Public Process

The 2010 Comprehensive Master Plan Framework was prepared through the use of a communicative planning method used by the City of San Antonio Planning and Community Development Department in conjunction with a Comprehensive Plan Citizens Advisory Committee and a private planning consultant. Three workshops were held that allowed Committee members to identify key themes, goals and policies to help San Antonio reach its vision.

Online surveys solicited additional input from participants and other key stakeholders on the proposed themes, goal and policies. Through the meetings and the use of the online surveys, consensus was acquired on the framework.

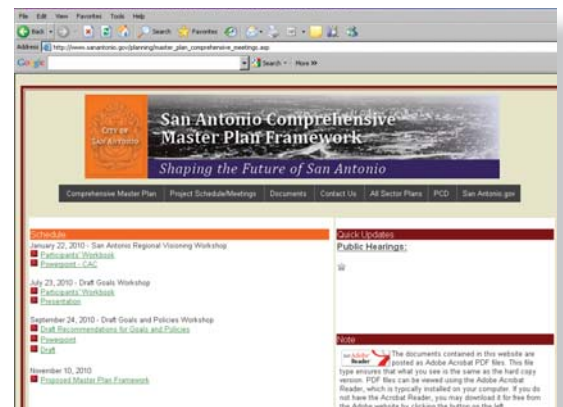


Comprehensive Plan Citizens Advisory Committee,
September 24, 2010

Project Schedule

The project time line is illustrated below:

- Comprehensive Plan Citizens Advisory Workshops (3)
 - January 22, 2010: Reviewed changes since 1997, imagined a desired future, and identified major themes.
 - July 23, 2010: Reviewed and provided input on draft themes and goals.
 - September 24, 2010: Reviewed and provided input on proposed goals and policies.
- Online Surveys for Workshop participants (July and September)
- Website
- Open House - October 15, 2010 (1)
- Planning Commission Briefings/Hearings (2)
- City Council Briefing/Hearing



Website: San Antonio Comprehensive Master Plan Framework Schedule Department of Planning and Community Development, City of San Antonio

Appendix D: General Profile

Figure D-1: Local, State and National Demographic Data Comparison

Race (1 race)*	San Antonio	Texas	USA
White	72.6%	70.4%	72.4%
Black/African American.	6.9%	11.8%	12.6%
Native American Indian & Alaskan Native	0.9	0.7%	0.9%
Asian	2.4%	3.8%	4.8%
Pacific Islander	0.1%	0.1%	0.2%
Some other race	13.7%	10.5%	6.2%
Two or more races	3.4%	2.7%	2.9%
Hispanic/Latino of any race	63.2%	37.6%	16.3%
Age**		1	
Under 5 years	8.4%	8.3%	6.9%
18 years and over	72.2%	72.3%	75.5%
65 years and over	10.4%	10.1%	12.6%
Median Age	32.6	33.2	36.7
Economic**			
Per Capita Income	\$21,447	\$24,709	\$27,466
Median Household Income	\$42,731	\$49,078	\$52,175
Median Family Income	\$51,715	\$57,495	\$63,211
Individual below poverty	18.5%	16.3%	13.2%
Families below poverty	14.5%	12.8%	9.6%
Housing**			
Home Ownership Occupied	59.7%	65.1%	67.1%
Median Value of Home	\$105,200	\$120,500	\$192,400
Education**			
High School Graduate or higher	78.9%	79.2%	84.5%
Bachelor Degree	23.1%	25.1%	27.4%

Table Data Source:

*Race/Ethnic Breakdown data: 2010 Census Data

**U.S. Census Bureau, 2005-2009 American Community Survey

San Antonio Population Growth over Time

The chart and table below reflect San Antonio and Bexar County actual and projected growth from 1940 through 2035.

Chart D-2: San Antonio Actual and Projected Growth : 1940-2035

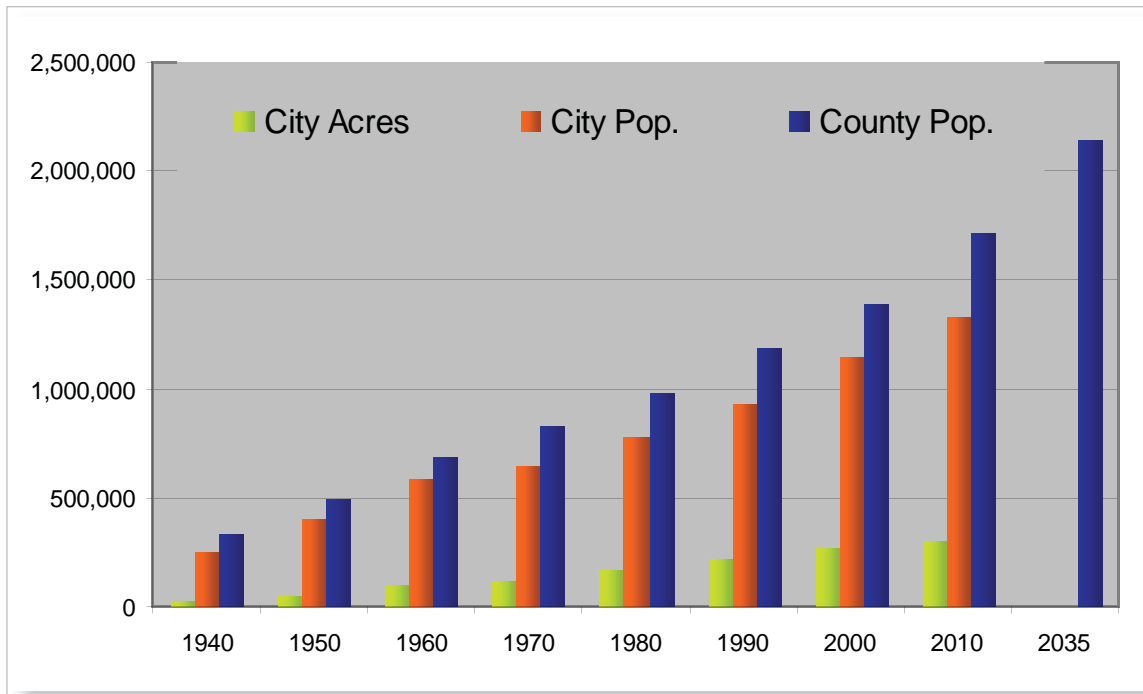


Table D-3: San Antonio Actual and Projected Growth : 1940-2035

Year	1940	1950	1960	1970	1980	1990	2000	2010	2035
City Acres	25,781	46,369	103,045	117,853	170,990	219,400	275,541	302,902	X
City Pop.	253,854	408,442	587,718	654,153	786,023	935,933	1,144,646	1,326,528	X
County Pop.	337,176	500,460	687,151	830,460	988,971	1,185,394	1,392,931	1,714,773	2,146,066

Sources:

Acreage data: City of San Antonio, Planning & Community Development Dept.

Population Data: U.S. Census.

2035 Bexar County Population Projection Data provided by Alamo Area Council of Governments (AACOG).

College Enrollment

Table D-4 shows approximately 106,000 individuals were enrolled in college in the Fall of 2010.

Figure D-4 College and University Enrollment

Colleges and Universities	Fall Semester 2010
Alamo Colleges (AC)	
<i>AC Northeast Lakeview College</i>	1,312
<i>AC Northwest Vista College</i>	15,921
<i>AC Palo Alto College</i>	8,965
<i>AC San Antonio College</i>	25,269
<i>AC St. Philip's College</i>	10,828
Our Lady of the Lake University	2,703
St. Mary's University	4,082
Texas A &M University-San Antonio	3,120
Trinity University	2,498
The University of Texas at San Antonio	30,258
University of Texas Health Science Center	3,270
University of the Incarnate Word	7,214
Total	115,440

Source: Texas Higher Education Coordinating Board Data, Fall 2010

Independent School Districts

Figure D-6 compares the educational statistics among the 16 independent school districts within Bexar County from school year 2009-2010.

Figure D-6 School Districts Statistics

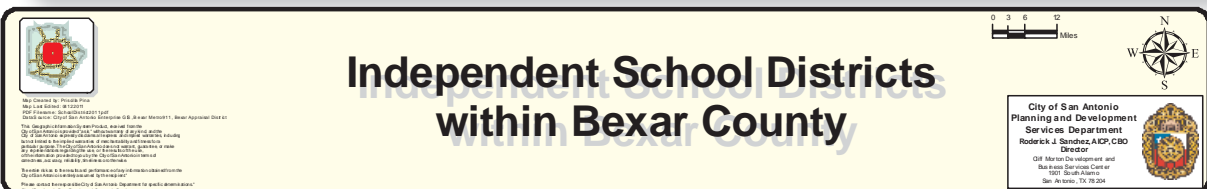
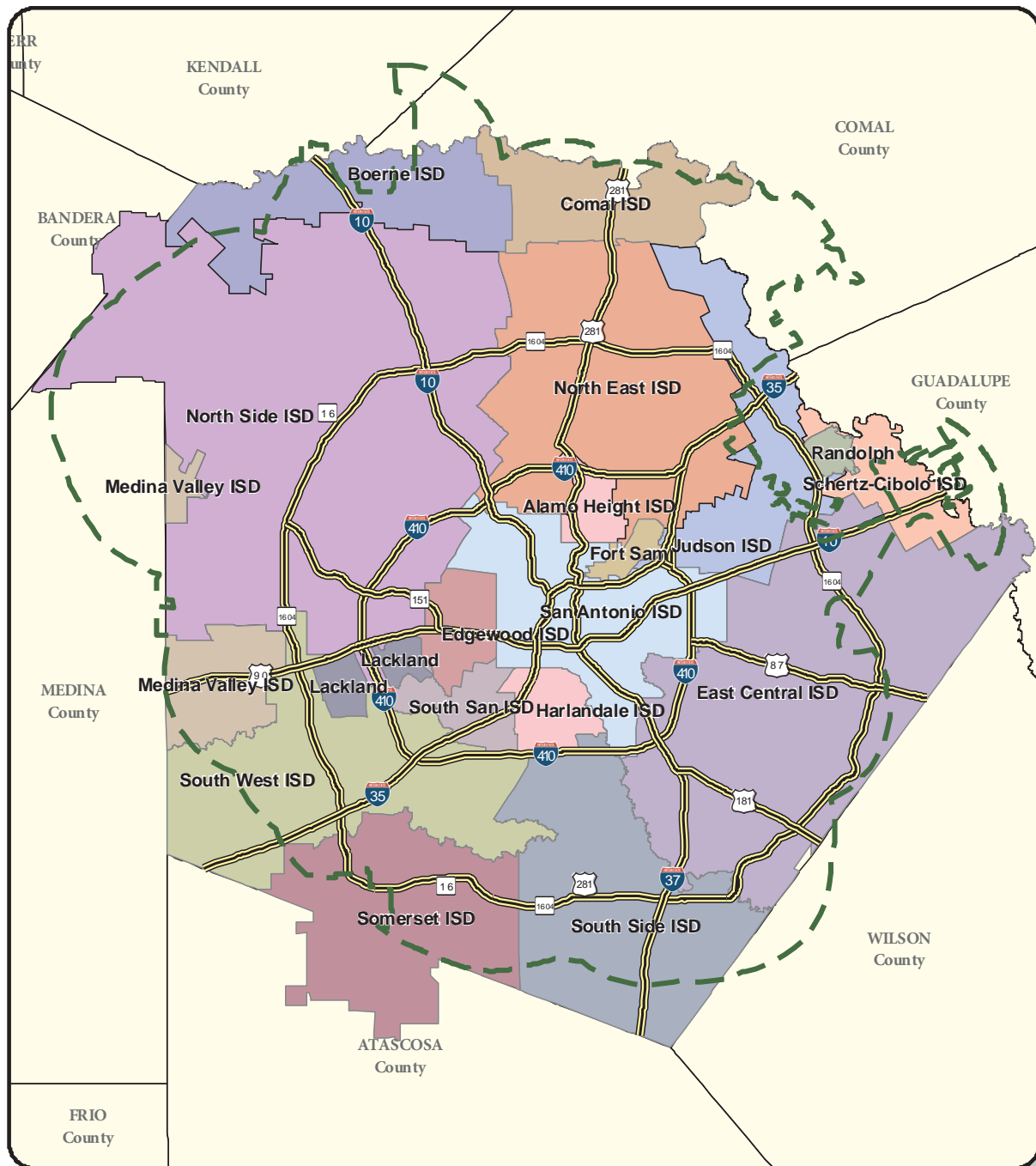
2009-2010 School District Statistics			
District Name	Student Enrollment	Graduation Rate	Percent of Economically Disadvantaged
Northside ISD	91,464	81%	50%
North East ISD	65,217	90%	43%
San Antonio ISD	55,086	59%	93%
Judson ISD	21,695	73%	61%
Comal	16,614	88%	32%
Harlandale ISD	14,454	76%	90%
Edgewood ISD	12,292	66%	91%
Southwest ISD	11,455	76%	84%
South San Antonio ISD	9,962	69%	88%
East Central ISD	9,257	75%	64%
Southside ISD	5,192	65%	79%
Alamo Heights ISD	4,736	96%	22%
Somerset ISD	3,706	65%	82%
Ft. Sam Houston ISD	1,471	96%	41%
Randolph Field ISD	1,196	100%	10%
Lackland ISD	934	94%	29%
Total	324,731	NA	NA

Source: Data derived from websites of Texas Education Agency Academic Excellence Indicator System 2009-2010.

Note: School District data is sorted based on student enrollment.

NA - not applicable

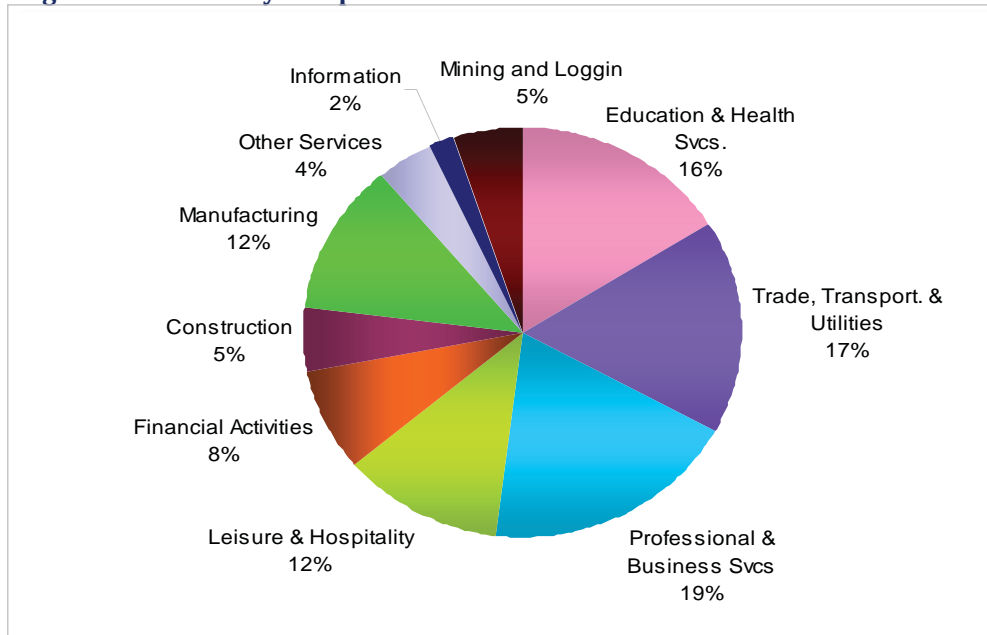
Figure D-7: School Districts Map



Economic Industry Composition

Table D-8 shows industry composition for the San Antonio-New Braunfels Metropolitan Statistical Area (Atascosa, Bandera, Bexar, Comal, Guadalupe, Kendall, Medina & Wilson Counties) for March 2011.

Figure D-8: Industry Composition San Antonio-New Braunfels MSA -March 2011

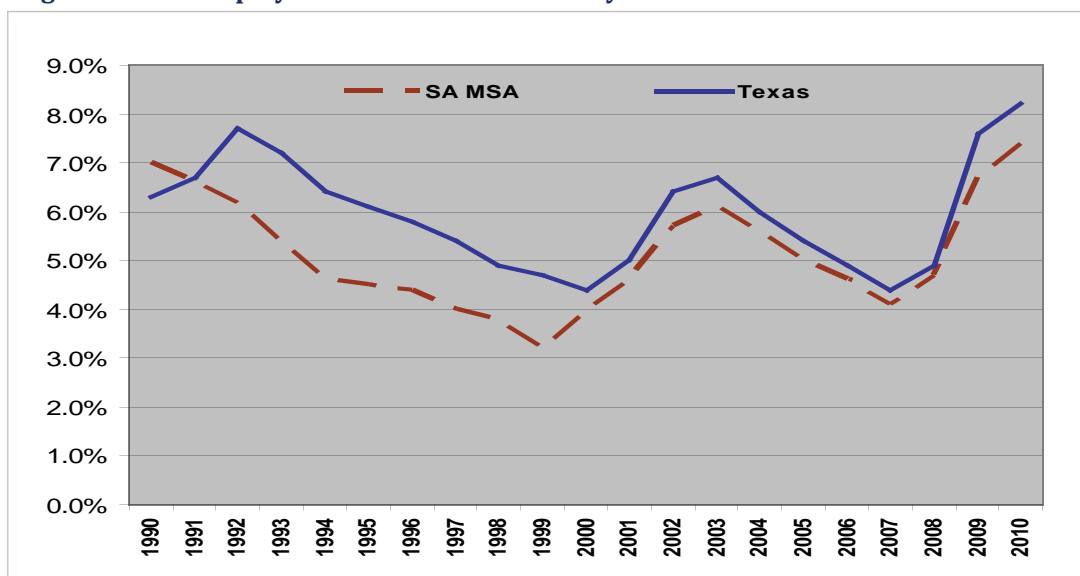


Source: Texas Workforce Commission, The Labor Market & Career Information Department (LMCI)

Unemployment Rate

Figure D-9 shows the unemployment rate in Bexar County and Texas from 1990 through 2010.

Figure D-9: Unemployment Rate in Bexar County and Texas from 1990 - 2010

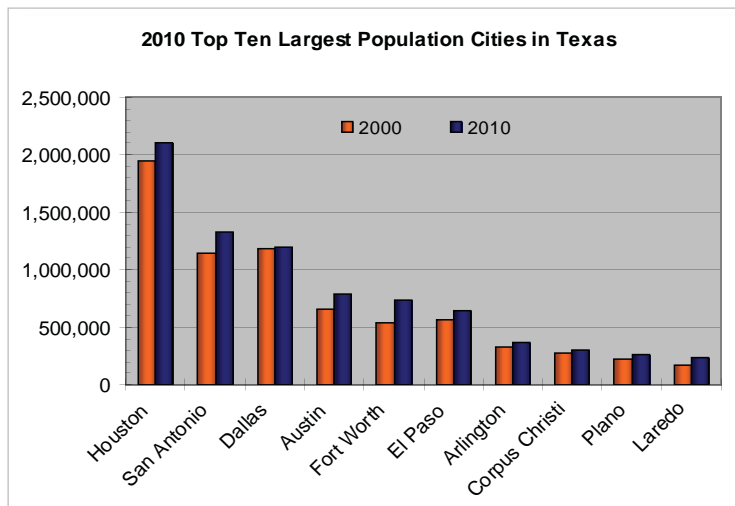


Source: Texas Real Estate Center at Texas A&M University.

San Antonio Profile

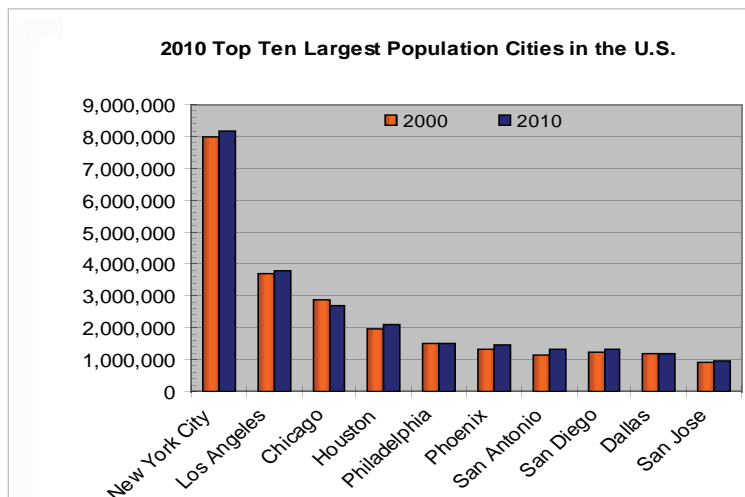
In 2010 , with a population of over 1.3 million San Antonio was ranked as the second largest city in the State of Texas and the seventh largest city in the nation.

Figures D-10 & D-11: 2000 -2010 Top Ten Largest Populations - Cities in Texas



Texas Cities	2000	2010
Houston	1,953,631	2,099,451
San Antonio	1,144,646	1,326,528
Dallas	1,188,580	1,197,816
Austin	656,562	790,390
Fort Worth	534,694	741,206
El Paso	563,662	649,121
Arlington	332,969	365,438
Corpus Christi	277,454	305,215
Plano	222,030	259,841
Laredo	176,576	236,091

Figures D-12 & D-13: 2000 -2010 Top Ten Largest Population - Cities in the United States



US Cities	2000	2010
New York City	8,008,275	8,175,133
Los Angeles	3,694,820	3,792,621
Chicago	2,896,016	2,695,598
Houston	1,953,631	2,099,451
Philadelphia	1,517,550	1,526,006
Phoenix	1,321,045	1,445,632
San Antonio	1,144,646	1,326,528
San Diego	1,223,400	1,307,402
Dallas	1,188,580	1,197,816
San Jose	894,943	945,942

Source: U.S. Census Bureau

Appendix E: Glossary

A

AC:

Alamo Colleges

Accessible Health Care:

Health care services designated for uninsured, unemployed, rurally located, or low-income individuals and families.

Affordable Housing:

According to the United States Department of Housing and Urban Development (HUD), affordable housing refers to a household that pays no more than 30% of its annual gross income on housing costs including taxes, home insurance, and utility costs.

Arterial Roadway:

A main route used primarily for the movement of traffic, which is immediately below a highway level of service.

B

Bicycle Master Plan:

A document that plans for the creation and/or expansion of a comprehensive bicycle network of facilities, paths, and trails, and connecting those facilities to existing infrastructure as well as ensuring its implementation in new developments. It guides bicycle infrastructure and funding when and where appropriate.

Biomass:

Organic waste that can be converted to usable forms of energy such as heat or electricity, or crops grown specifically for the purpose of energy generation.

Bus Rapid Transit (BRT):

An enhanced high capacity, public transit solution that uses an integrated system of buses or special vehicles, such as articulated buses, on roadways or dedicated lanes to provide fast, reliable, and cost efficient mobility.

C

Capital Improvements Plan:

The plan that identifies existing and future sanitary sewer capital improvements or facility expansions within designated service areas for which impact fees may be assessed.

Capital Improvements Program:

The list of recommended capital improvements to be constructed during the forthcoming five-year period submitted pursuant to section 118 of the City Charter.

Carrizo-Wilcox Aquifer:

A natural underground water storage feature composed of sand, gravel, silt, clay, and lignite. It extends from the Rio Grande in South Texas and into parts of Arkansas and Louisiana, and supplies water to 60 Texas counties.

Collector Street:

A street which provides some access to abutting property and collects traffic from local streets and connects with the major system of arterial streets and highways.

Community Facilities:

Services or conveniences provided for or available to a community. Examples include parks, libraries, fire/police stations, etc.

Commuter Rail:

Short-haul passenger rail service that is provided between a central city and its outlying suburbs, satellite towns, or nearby cities. Commuter rail usually serves people who travel on a daily basis.

Complete Streets:

Streets designed and operated to ensure that all users - drivers, transit users, pedestrians, bicyclists, older people, children, people with disabilities, etc. – can move along and across safely.

Comprehensive Planning Program:

The process by which the City of San Antonio's Planning and Community Development Department assists organizations in developing a master plan – a blueprint that guides future growth and development. This process involves community stakeholders and can include at least three basic elements: land use, transportation networks, and community facilities.

Context Sensitive Street:

A roadway that is designed, operated, and maintained in a manner that considers the local context in which the street exists. Such streets respond to adjacent land uses and surrounding neighborhoods and generally respect traditional street design objectives for safety, efficiency, capacity, and maintenance meanwhile integrating community character and values.

Context Sensitive Design:

A collaborative, interdisciplinary approach to developing a site that involves stakeholders and considers the total context in which the new development will exist. The goal is to create a development that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.

Corridor Districts:

An overlay district that includes the application of design standards to preserve, enhance, and perpetuate the value of roadway corridors that

are significant because they serve as gateways to the city or because of surrounding natural, historic, cultural, and aesthetic areas.

COSA:

City of San Antonio

Cost/Benefit Analysis:

Cost benefit analysis is used both to determine the net monetary value of a project and to weigh the net monetary values of alternative, competing projects. In other words, it is a method to help us determine how costly or profitable a course of action is, and which course of action is best.

D**Density:**

The number of families, individuals, dwelling units, or housing structures per unit of land.

Design Guidelines:

Design guidelines are intended to provide a framework of design criteria within which physical planning can take place. The guidelines provide suggestions for the design of new homes/businesses and repair/rehabilitation of existing homes/businesses in order to improve the overall aesthetic character of the neighborhood.

E**Edwards Aquifer:**

A natural underground water storage feature that extends through parts of 10 counties, including Bexar. The Edwards Aquifer is a karst aquifer, characterized by the presence of sinkholes, sinking streams, caves, large springs, and a well-integrated subsurface drainage system.

Economic Development Foundation (EDF):

A private, non-profit organization that assists business and industry relocating or expanding into the San Antonio area.

Emergency Management Services:

City of San Antonio Office of Emergency Management coordinates activities of City departments during disasters.

EMS:

Emergency Medical Services (e.g., ambulance)

Emergency Service District (ESD):

A stand alone political subdivision of Texas entrusted with providing emergency medical and fire services to unincorporated areas of the state. It must abide by the Texas Health and Safety Code.

Empty Nesters:

Parents whose children have grown up and left home.

Extraterritorial Jurisdiction (ETJ):

State law authorizes San Antonio to regulate specific functions within an area extending five miles beyond city limits.

F

Floodplains:

A low area of land adjacent to a stream or other water course which is subject to flooding and holds the overflow of water during a flood.

Floodplain (100-year):

Area that has a one-percent chance of being inundated by a flood event in any given year.

Freight Re-alignment:

A situation where a new freight rail line is constructed as an alternative route for an existing freight line. This new alternative

route can make available the existing rail line for re-use. (See Freight Re-use).

Freight Re-use:

A freight rail line that is no longer used to move freight but rather is used for an alternative purpose such as hike and bike trails or passenger rail.

Freight Study:

Analyzes current and projected freight movements and their impact on local transportation systems, improve freight flow, and integrate freight mobility issues into citywide and regional plans. Freight studies can also analyze freight re-use (see Freight Re-use) and freight re-alignment (see Freight Re-alignment) scenarios.

G

Geothermal:

This alternative energy source uses the heat of the earth for direct-use applications, geothermal heat pumps, and electrical power production. Geothermal technologies are beneficial, because they release little or no air emissions.

GIS:

Geographic Information Systems

Green Building:

Development that has minimal environmental impact, is energy and resource-efficient, uses recyclable material, and reduces waste to create healthier indoor and outdoor environments throughout a building's life cycle.

Greenway:

A long, narrow strip of natural undeveloped land that is comprised of park or open space, such as a creek or gulch. A greenway is

often used for transportation if it contain trails, bike paths, or rail lines.

H

Historic Resource:

A building, structure, site, or district viewed as significant in history, architecture, archaeology, engineering or culture. Such a resource is not necessarily defined as historic by the City of San Antonio Historic and Design Review Commission or City Council, and is not necessarily eligible for listing on the National Register of Historic Places.

Historic District:

An urban or rural area defined as a historic district by city council, state, or federal authority which may contain buildings, sites, structures, designated as significant historical, archeological, or cultural landmarks worthy of specifically tailored protection and enhancement.

Homeowner Associations:

An organization comprised of people who live in a subdivision, planned community or condominium that makes and enforces rules for the properties in its jurisdiction.

Household:

As defined by the U.S. Census Bureau, a household consists of all the people who occupy a housing unit.

Housing Unit:

As defined by the U.S. Census Bureau, a housing unit is a house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as separate living quarters, or if vacant, is intended for occupancy as separate living quarters.

I

Impervious Cover:

Ground cover such as, roads, parking lots, and roof tops, that does not allow infiltration of rain or storm water into the soil for capture, but instead forces the water to flow downhill or stand in pools.

Infill development:

Development on vacant, bypassed lands, or the redevelopment of underutilized buildings or structures, within existing built-up areas.

Inner City Reinvestment Infill Policy (ICRIP):

This policy coordinates public initiatives within targeted areas in order to stimulate private investment in walkable urban communities that are the building blocks of a sustainable region.

ISD:

Independent School District

J

Joint Land Use Studies (JLUS):

A Joint Land Use Study (JLUS) is a cooperative land use planning effort conducted as a joint venture between an active military installation, surrounding cities and counties, state and federal agencies, and other affected stakeholders to reduce potential conflicts between a military installation and its host community.

L

Land Use:

The manner in which land is used, for example, low-density residential land uses primarily include single family houses on individual lots.

LEED: Leadership in Energy and Environmental Design :

An internationally recognized green building certification system, developed by the U.S. Green Building Council, providing third-party verification that a building or community was designed and built using strategies intended to meet accepted high levels of environmentally responsible, sustainable development

LEED for Neighborhood Development (ND):

The LEED for Neighborhood Development (ND) Rating System integrates the principles of smart growth, urbanism and green building into the first national system for neighborhood design.

Light Rail Transit (LRT):

A type of urban rail transit that has slower speeds and lower capacities than heavy rail systems, but are larger and faster than streetcars. Light rail is usually electric, and can operate in its own right of way like heavy rail, or in mixed traffic with a dedicated lane.

Linear Creekways:

A linear open space established along a natural or man-made creek, or other drainage way, that is put to appropriate recreational use. Storm water management is the primary function of the creeks and drainage ways.

Local Street:

A roadway, often a residential street, designed to provide direct access to individual homes, neighborhood amenities, and similar minor traffic destinations. Through traffic is usually not a priority.

Lone Star Rail District:

The inter-municipal agency behind the LSTAR, the Austin-San Antonio passenger rail initiative along Interstate 35.

Low Impact Development (LID):

A comprehensive land planning and engineering design approach with a goal of maintaining and enhancing the pre-development hydrologic regime of urban and developing watersheds.

M

Major Thoroughfare Plan (MTP):

The MTP is a long-range transportation plan for the city and its ETJ, and a component of the city's master plan. The MTP establishes the general location of future arterial streets, and defines right-of-way dedication and other roadway standards.

Mission Verde Sustainability Plan:

San Antonio's plan to develop a more sustainable economy with a special focus on energy efficiency.

Mission Reach:

This project is transforming an eight mile stretch of the San Antonio River. The project will restore riverine features and riparian woodlands, reintroduces native plants, enhances aquatic habitat, and reconnects cultural and historical features.

Mixed use:

Development that incorporates two or more of the following major land use types: residential, office, or retail within a single building or lot.

MPO:

San Antonio-Bexar County Metropolitan Planning Organization

Multi-modal -

The availability of transportation options within a system or corridor whether it be walking, bicycling, driving, or transit

Museum Reach:

A segment of the San Antonio River Walk, from Lexington Avenue to Josephine Street, which includes new walkways, landscaping, parks and public art and links several downtown historic, commercial and cultural institutions, including the San Antonio Museum of Art, The Pearl, and the oldest VFW post in Texas.

N

Natural Area:

An area in its natural condition, with minimal impact from humans or invasive species. Natural areas can be public park sites used in a sustainable manner for passive recreation.

Neighborhood Association:

Includes both voluntary and mandatory neighborhood associations. Voluntary neighborhood association: a voluntary, not-for-profit association organized for neighborhood improvement within a geographic boundary. Mandatory neighborhood association: a homeowners' or property owners' not-for-profit association that requires mandatory membership for all or a majority of the owners of property, in accordance with Title 11 of the Texas Property Code. Mandatory neighborhood associations are commonly called homeowners associations.

Neighborhood Conservation District:

An overlay district that includes the application of design standards to preserve, protect, enhance, and perpetuate residential neighborhoods or commercial districts that contribute significantly to the overall character and identity of the city.

O

Open Space:

A land and/or water area that is intended to provide light and air, and is designed, depending upon the particular situation, for environmental, scenic or recreational purposes and structuring urban form.

Overlay district:

A zoning district established by this chapter prescribing regulations to be applied to a site in combination with a base zoning district.

P

Parks and Recreation System Plan:

A plan document adopted by the city council that provides guidance on future decisions concerning operations, capital improvement needs, and programs for San Antonio's parks and recreation facilities.

Planning Commission:

Created by City Charter with the responsibility of reviewing and approving applications for the division and development of land and recommends amendments and additions to the master plan.

Primary Arterial:

A major thoroughfare, with limited at-grade access, which expands and links to the expressway system and is designed primarily for the movement of through traffic between activity centers of medium intensity.

Public Art San Antonio (PASA):

The public art program for all city departments, capital projects and public art initiatives, and is a division of the City of San Antonio Capital Improvements Management Services Department (CIMS).

R

Rehabilitation:

The restoration or repair of dilapidated housing or other types of structures to make habitable or usable again.

RMA:

Regional Mobility Authority

S

Secondary Arterial:

A major thoroughfare with limited at-grade access which supports the primary arterial system by providing essential system linkages to expressways, primary arterials, collector and local streets, and medium intensity activity centers.

Streetcar:

A tram, trolley, or streetcar is a frequent, circulatory transit service that operates on embedded rail and is capable of operating in streets with mixed traffic. Typically street cars hold fewer passengers than a light rail vehicle and travel shorter distances.

Streetscape:

The visual character of a street or block as determined by elements such as structures, greenery, driveways, open space, view, and other natural and man-made components.

T

Tax abatement:

A reduction of real estate taxes due over a period of time.

Transit:

Refers to various forms of mass transit such as bus, light rail, street car, commuter rail, etc.

Transit Oriented Development (TOD):

Development that creates compact, walkable communities located within proximity of a multi-modal transit station and is designed to maximize public access and transportation.

Trinity Aquifer:

The Trinity Aquifer extends in a band through the central part of Texas from the Red River to the eastern edge of Bandera and Medina counties. Users in northern Bexar, Bandera,

Kendall, Comal, and Kerr counties get their water from the Trinity.

TxDOT: Texas Department of Transportation

U

Unified Development Code (UDC):

The San Antonio Unified Development Code (“UDC”) establishes standards and procedures for new development in the city to guide proper implementation of the city’s adopted master plan.

University District:

A mixed-use and mixed-housing neighborhood established around a university campus. It is inhabited mostly by students and university employees and has lively night and art life.

V

VFD:

Volunteer Fire Department

VIA Metropolitan Transit (VIA):

The main public transportation provider in the San Antonio area. VIA provides express and metro bus service, paratransit service for riders with disabilities, van pool service for commuters, special event park & ride service.

Vehicle Miles Traveled (VMT):

VMT is a measure that is commonly used to describe automobile use on a daily or annual basis. While traffic counts measure the number of vehicles passing a fixed point during a specified time, VMT includes trip distance with the traffic volume.

Vocational training:

Training for jobs that are based in manual or practical activities, traditionally non-academic and totally related to a specific trade.

W

Watershed:

The area drained by a given stream, river, watercourse, or other body of water.

Workforce Solutions - Alamo:

An employment services organization that serves the counties of Atascosa, Bandera, Bexar, Comal, Frio, Gillespie, Guadalupe, Karnes, Kendall, Kerr, Medina and Wilson

Z

Zoning:

Regulates density, land use, and other physical features of development such as building height and setback. Zoning is a key tool for carrying out planning policy.

Appendix F: Planning Commission Resolution

RESOLUTION NO. 11-05-01

RECOMMENDING THE COMPREHENSIVE MASTER PLAN FRAMEWORK BECOME A COMPONENT OF THE CITY'S COMPREHENSIVE MASTER PLAN, SUPERSEDING THE 1997 MASTER PLAN POLICIES, AS IT CONFORMS TO THE APPROVAL CRITERIA SET FORTH IN THE UNIFIED DEVELOPMENT CODE, §35-420, PERTAINING TO "COMPREHENSIVE, NEIGHBORHOOD, COMMUNITY AND PERIMETER PLANS."

WHEREAS, the San Antonio Planning Commission has approved the Comprehensive Planning Program; and

WHEREAS, the *Unified Development Code* (adopted May 3, 2001), Section 35-420, sets forth provisions for the development and approval of Comprehensive, Neighborhood, Community and Perimeter Plans; and

WHEREAS, the San Antonio Planning Commission has reviewed the Comprehensive Master Plan Framework and found the plan to be consistent with City policies, plans and regulations and in conformance with the *Unified Development Code*, Section 35-420, therefore meeting all requirements; and

WHEREAS, a public hearing was held on October 27, 2010, November 10, 2010 and May 11, 2011.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:


SECTION 1: The Comprehensive Master Plan Framework attached hereto and incorporated herein by reference is to be submitted to the City Council with this Commission's recommendation for approval by the City Council that it be adopted as a component to the City's Comprehensive Master Plan.

PASSED AND APPROVED ON THIS 11th DAY OF MAY 2011.

Approved:


For Amelia Hartman, Chair
San Antonio Planning Commission

Attest:


Executive Secretary
San Antonio Planning Commission

Appendix G: City Council Ordinance

1. ECONOMIC VITALITY

- 1.A Economic diversity and new jobs creation.
- 1.B A highly trained and educated workforce is available to meet the needs of San Antonio's local and regional employers.
- 1.C Employment centers are strategically located and easily accessible by various transportation modes.
- 1.D Inner-city reinvestment is strongly promoted
- 1.E Public-private partnerships are facilitated and maintained to leverage community resources.
- 1.F Military installations are supported for future viability and growth.

**2. EDUCATION**

- 2.A A healthy partnership exists among educational institutions, the community, and the City.
- 2.B Educational excellence, and increased K-12 educational attainment levels, among all sixteen (16) Independent School Districts and other educational institutions.
- 2.C An educational network, from pre-kindergarten through college, that coordinates with economic entities to prepare the future workforce.
- 2.D Adults have opportunities for continuing education, literacy enhancement, and job skill training.

**3. COMMUNITY CHARACTER**

- 3.A The City's historic resources are preserved and utilized.
- 3.B Downtown has a vibrant and eclectic atmosphere that is enjoyed by both residents and visitors.
- 3.C Downtown is an appealing and convenient place to live and a major employment center for the region.
- 3.D San Antonio honors its artistic and multi-cultural heritage.
- 3.E The natural environment is preserved as an important public amenity.
- 3.F Context sensitive design is utilized to balance function, safety, and aesthetics for development and redevelopment.

**4. LIVABILITY/QUALITY OF LIFE**

- 4.A Quality and affordable housing is available to meet the demand of the community.
- 4.B A full range of housing options exist for the broad spectrum of demographic markets.



- 4.C Neighborhoods are safe and well maintained.
- 4.D Community amenities and services are cornerstones to more livable neighborhoods.
 - 4.D.1 Emergency and public safety services are provided throughout the community.
 - 4.D.2 A citywide system of parks, plazas, and open space exists.
 - 4.D.3 Libraries are utilized as places for learning and community gathering.
 - 4.D.4 Citizens have access to health care facilities and healthy lifestyle options throughout the community.
 - 4.D.5 Comprehensive animal care services are provided.
 - 4.D.6 Stormwater and floodplains are appropriately managed.

**5. ENVIRONMENTAL SUSTAINABILITY**

- 5.A San Antonio's air quality meets federal air quality standards.
- 5.B Increased reliance on renewable energy sources (such as solar, wind, biomass, and geothermal) to meet the City's energy needs.
- 5.C Water quality and quantity of all underground water resources (including the Edwards Aquifer, Trinity Aquifer, Carrizo-Wilcox Aquifer, and all surface water resources) are protected.
- 5.D "Green" building principles and strategies are utilized in developing and redeveloping buildings and sites.
- 5.E Environmental quality protection is integrated into all phases of local planning policy and implementation.
- 5.F A strategic approach, based on best management practices and sustainability principles, is utilized to locate infrastructure and utilities.
- 5.G Population growth can be accommodated inside the City limits.

**6. MULTI-MODAL TRANSPORTATION**

- 6.A A multi-modal transportation system is available.
- 6.B A bicycle infrastructure system is available for commuters and recreational riders.
- 6.C Safe, walkable pedestrian friendly environments are available.
- 6.D Street connectivity is increased.
- 6.E San Antonio Airport is a multi-modal transportation center that meets the needs of tourists, businesses, and residents.
- 6.F Re-use and re-alignment of freight rail for passenger transportation when and where appropriate.





FOR ADDITIONAL INFORMATION CONTACT:

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